



U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

November 7, 2007

Exemption No. 9408A
Regulatory Docket No. FAA-2007-27324

Mr. Richard J. Trusis
Airworthiness/Certification and Data Management
Gulfstream Aerospace Corporation
P.O. Box 2206
Savannah, GA 31402

Dear Mr. Trusis:

This letter is to inform you that we have granted your petition to amend Exemption No. 9408. It explains the basis for our decision, describes its effect, and lists the revised conditions and limitations.

The Basis for Our Decision

On August 3, 2007, you petitioned the Federal Aviation Administration (FAA) on behalf of Gulfstream Aerospace Corporation (Gulfstream) for an amendment to Exemption No. 9408. That exemption from §§ 61.57(a) and (b) and 142.1 of Title 14, Code of Federal Regulations (CFR) allows Gulfstream production and engineering flight test pilots to use any one of Gulfstream's GII, GIII, GIV, GV, GIV-X, and GV-SP airplanes or a Level B, C, or D simulator that represents one of the types of Gulfstream airplanes to meet the recent takeoff and landing experience requirements of § 61.57, without Gulfstream holding a part 142 certificate.

The amendment you request would amend Condition No. 3c of Exemption No. 9408. Condition No. 3c currently states "Since the beginning of the preceding 6 calendar months, the pilot must accomplish 100 hours of pilot time, 10 hours of which must..." We have changed the condition to read "Since the beginning of the preceding 6 calendar months, the pilot must accomplish 50 hours of pilot time, 5 hours of which must..."

In your petition, you indicate that there has been no change in the conditions and reasons relative to public interest and safety that were the basis for granting the original exemption.

AFS-08-024

The FAA has determined that good cause exists for not publishing a summary of the petition in the Federal Register because the requested amendment to the exemption would not set a precedent, and any delay in acting on this petition would be detrimental to Gulfstream.

Our Decision

The FAA has determined that the justification for the issuance of Exemption No. 9408 remains valid with respect to this exemption and is in the public interest. Therefore, under the authority provided by 49 U.S.C. 40113 and 44701, which the FAA Administrator has delegated to me, I grant your petition, subject to the revised conditions and limitations.

Conditions and Limitations

1. This exemption applies only to Gulfstream production and engineering test pilots who hold a pilot certificate with a type rating in at least one of the Gulfstream manufactured GII, GIII, GIV, GV, GIV-X, and GV-SP airplanes, while engaged in flight operations in one of those airplanes on behalf of Gulfstream.
2. Each pilot in command (PIC) subject to this exemption meeting the requirements of § 61.57(a) and (b) in one of the types of Gulfstream GII, GIII, GIV, GV, GIV-X, and GV-SP turbojet airplanes will be considered to have met the requirements of § 61.57(a) and (b) for the remaining types of GII, GIII, GIV, GV, GIV-X, and GV-SP airplanes.
3. Each PIC subject to this exemption may meet the requirements of § 61.57 (a) and (b) in a Level B, C, or D simulator that represents any of the Gulfstream GII, GIII, GIV, GV, GIV-X, and GV-SP airplanes in which the person is to serve as PIC, subject to the following:
 - a. Since the beginning of the preceding 12 calendar months, the pilot must complete the requirements of § 61.57(a) and (b) in one of the Gulfstream GII, GIII, GIV, GV, GIV-X, or GV-SP airplanes.
 - b. Since the beginning of the preceding 12 calendar months, the pilot must accomplish 100 hours of pilot time, 10 hours of which must be in one of the GII, GIII, GIV, GV, GIV-X, or GV-SP airplanes; or
 - c. Since the beginning of the preceding 6 calendar months, the pilot must accomplish 50 hours of pilot time, 5 hours of which must be in one of the GII, GIII, GIV, GV, GIV-X, or GV-SP airplanes.
 - d. The pilot must make three takeoffs and three landings to full stop, subject to the following requirements:
 - i. The simulators used must be qualified and approved by the FAA for the takeoff and landing maneuver.

- ii. The takeoffs and landings must be accomplished under the supervision of simulator instructor who certifies the pilot being observed is proficient in making takeoffs and landings.
 - iii. The pilot must be the sole manipulator of the flight controls.
 - e. The takeoffs and landing must include at least one takeoff with a simulated failure of the most critical powerplant and at least one landing from an instrument landing system (ILS) approach to the lowest ILS minimums for which the pilot and airplane are authorized; and
 - f. The flight simulator's visual system must be adjusted to display a visual scene representing the period between 1 hour after sunset until 1 hour before sunrise.
- 4. A copy of this exemption must be provided to each PIC who operates under the terms of this exemption.
 - 5. A copy of this exemption must be presented to representatives of the Administrator upon request.

The Effect of Our Decision

The termination date of Exemption No. 9408 will remain March 31, 2009, unless sooner superseded or rescinded. This letter must be attached to, and is a part of, Exemption No. 9408.

Sincerely,

/s/

James J. Ballough

Director, Flight Standards Service